

WILLIAM J. ROBERTSON

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JANUARY 31, 1956.—Committed to the Committee of the Whole House and ordered to be printed

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Mr. MILLER of New York, from the Committee on the Judiciary, submitted the following

R E P O R T

[To accompany H. R. 1471]

The Committee on the Judiciary to whom was referred the bill (H. R. 1471), for the relief of William J. Robertson, having considered the same, report favorably thereon with amendment and recommend that the bill as amended do pass.

The amendment is as follows:

On page 2, lines 2 and 3, strike out the words "in excess of 10 per centum thereof".

PURPOSE

The purpose of the proposed legislation is to pay William J. Robertson the sum of \$1,590.82 in full settlement of all claims against the United States for payment for damages to his personal effects sustained when those effects were being shipped on the steamship *Alaska* at Government expense, and that ship was stranded at Cordova, Alaska, on February 2, 1947.

STATEMENT OF FACTS

Mr. Robertson's effects were shipped on Government bill of lading and routed to Nome, Alaska, en route to a new station to which he and his wife were assigned as employees of the Alaska Native Service. The new station was at the Eklutna Vocational School at Seward, Alaska. The Robertsons understood that their property would be carried from Nome to Seward by the motorship *North Star*, a Government vessel. However the shipment missed the *North Star*, and was put aboard the steamship *Square Knot* operated by the Alaska Steamship Co. A maritime strike interfered with the schedule of the steamship *Square Knot* and it tied up at Seattle, Wash., instead of proceeding to Seward, Alaska. After some delay the shipment was forwarded from Seattle to Seward aboard the

steamship *Alaska* also operated by the Alaska Steamship Co., on January 27, 1947. On February 2, 1947, the steamship *Alaska* went on the rocks near Cordova, Alaska, and took water into the cargo holds. This water in the holds caused the damage to the personal effects for which this legislation would provide reimbursement. The property was returned to Seattle and Mrs. Robertson went there at her personal expense and went through the items. She was able to salvage about half of the shipment.

The United States Department of the Interior has submitted a report to the committee recommending that the bill be enacted. The committee agrees that this bill should receive favorable consideration. As observed in the report of the Department of the Interior, the effort made by the Robertsons to salvage their property had the effect of reducing the net amount of the claim against the Government. The report of the Department and the affidavit and documents submitted by Mr. Robertson in support of his claim are appended to this report and more fully set forth the facts concerning the claim.

DEPARTMENT OF THE INTERIOR,  
OFFICE OF THE SECRETARY,  
Washington, D. C., December 16, 1955.

Hon. EMANUEL CELLER,  
Chairman, Committee on the Judiciary,  
House of Representatives, Washington, D. C.

MY DEAR MR. CELLER: Your committee has requested a report on H. R. 1471, a bill for the relief of William J. Robertson.

We recommend that the bill be enacted.

The bill provides for payment of \$1,590.82 to William J. Robertson representing reimbursement for loss of, and expenses incurred in the salvage of personal effects which were included in the cargo of the steamship *Alaska* when that ship was stranded at Cordova, Alaska, on February 2, 1947.

Mr. Robertson and his wife and been employed since 1941 by the Bureau of Indian Affairs as plant operator and teacher, respectively, at the White Mountain Vocational School, White Mountain, Alaska. In 1946, they were transferred to the Eklutna Vocational School, Seward, Alaska, at Government expense. Their personal effects were shipped on Government bill of lading and routed to Nome, Alaska, to be picked up there by the Bureau-operated *North Star*.

However, the shipment missed the *North Star* and was put aboard the steamship *Square Knot* operated by the Alaska Steamship Co. A maritime strike was called and instead of proceeding to Seward, the steamship *Square Knot* tied up in Seattle until sometime in December 1946. On January 27, 1947, the shipment was forwarded from Seattle to Seward aboard the steamship *Alaska* operated by the Alaska Steamship Co. as agent for the United States Maritime Commission. At approximately 6 a. m. on February 2, 1947, the steamship *Alaska* went on the rocks near Cordova, Alaska, taking water into the cargo holds. After repairs at Cordova, the steamship *Alaska* returned to Seattle with damaged cargo, including the shipment here involved.

Mrs. Robertson proceeded to Seattle at personal expense arriving on February 24, 1947, located and identified the shipment at pier 58, had the goods removed to the Bell Street dock where she repacked the salvageable items and shipped them to Guerneville, Calif., since there was no place at the Bell Street dock where she could work. She was thereby able to salvage about half of the shipment. Mr. Robertson submitted a claim for the damage to the Alaska Steamship Co. and payment was declined by that company as agent for the United States Maritime Commission under the provisions of the war shiplading contract.

It should be here noted that Mr. Robertson had understood that shipment from Nome to Seward would be on the *North Star* operated by the Bureau of Indian Affairs, but the shipment was laden aboard the steamship *Alaska* at the election of Bureau employees without the knowledge of Mr. Robertson. Mr. Robertson has stated that, had he known the shipment was to be so handled, he would have provided marine insurance coverage.

A claim for the damage was presented to the Bureau of Indian Affairs, but there was no appropriation available from which payment could be made. The

case was referred to the General Accounting Office and on November 24, 1953, the Comptroller General advised Mr. Robertson (in part) that "there is no appropriation for the payment of claims for damages such as here involved."

The itemized claims are shown in exhibits A and B which are enclosed. Exhibit A is based on current replacement prices of the items destroyed. Exhibit B shows actual expenses incurred in salvaging the property. Inasmuch as such expenses resulted in the salvage of about half of the shipment, and the property salvaged was presumably worth considerably more than the cost of salvage, thus reducing the net amount of the claim against the Government, reimbursement for those expenses seems reasonable.

The Bureau of the Budget has advised us that there is no objection to the submission of this report.

Sincerely yours,

D. OTIS BEASLEY,  
*Administrative Assistant Secretary of the Interior.*

#### EXHIBIT A

The following is a list of items spoiled due to rust, mold dye, pitting, etc., when our freight was submerged when the steamship *Alaska* went on the rocks at Cordova the first week in February 1947. Only items that were in good condition prior to shipping are recorded below, and the prices listed are the value of the items obtained from current catalogs and present store prices.

Item	Replacement value
1 wardrobe trunk, 4 drawers (graduated size), shoebox, 10 hangars, metal reinforced	\$77. 98
1 Voigtlander camera, 3.5 lense, 1/500	50. 00
1 carrying case for above camera, leather	9. 95
1 filter lens and sunshade above camera	4. 50
1 tan woolen sweater	4. 95
1 navy blue woolen sweater	3. 95
1 green rayon dress	11. 95
1 blue dress, gabardine	15. 95
1 rose rayon, silk dress	14. 95
1 green all-wool dress	34. 00
1 antitarnish silver chest with extra drawer	15. 00
1 pair brown calfskin shoes	10. 50
1 pair brown wedge heel shoes	6. 95
1 pair tan spectator pumps	7. 95
1 bed jacket, quilted	4. 95
1 satin down comforter	37. 50
1 steam iron, full automatic (dry or steam)	20. 10
1 scales, bathroom	6. 95
1 Eskimo doll	10. 00
1 pineapple grass tablecloth, 8 napkins	35. 00
1 banquet-size linen embroidered tablecloth, 12 napkins	45. 00
2 pairs monks cloth drapes 2¼-yard length, at \$7.98	15. 96
1 pair model snowshoes	10. 00
2 pairs lace curtains, at \$5.95	11. 90
1 lace table cloth (manufactured)	8. 95
1 Afghan, wool, handmade	30. 00
1 double-bed chenille spread	15. 00
2 100 percent virgin wool double blankets, at \$15	30. 00
1 caribou-beaded knitting bag, silk lined	10. 00
2 photograph albums, at \$2.50	5. 00
1 Webster's abridged dictionary, clothbound	5. 00
5 novels averaging \$3 each	15. 00
1 fur mits, lynx and mooseskin (ladies)	10. 00
1 creamer and sugar bowl, silver plate (pitted)	8. 95
1 sterling bon-bon dish (pitted)	9. 95
14 rolls Kodachrome, at \$3.75 (cost of film, actual pictures can never be replaced) 8 millimeter movie	52. 50
25 rolls film, printing and developing, at \$1	25. 00

## EXHIBIT A—Continued

Item	Replacement value
Silverware, Reed & Barton (out of 139 pieces of silverware, the following are all that need to be replaced because of pitting):	
9 table knives, at \$2 (dinner)-----	\$18. 00
1 carving knife-----	6. 00
2 tablespoons at \$1.50-----	3. 00
11 teaspoons at 75 cents-----	8. 25
5 table forks (dinner) at \$2-----	10. 00
4 double bedsheets, at \$2.95-----	11. 80
1 pair hand embroidered pillowcases-----	3. 95
8 guest towels, embroidered, at \$1.25-----	10. 00
1 satin and lace bed jacket-----	5. 95
1 Atna screw set-----	5. 00
12 volumes Applied Electricity-----	28. 00
1 Ithaca double-barrel 12 gage shotgun, sporting model-----	70. 00
1 pair lynx paw fur mittens (men)-----	15. 00
1 pair woolen breeches-----	15. 95
1 knee length fancy fur mukluks-----	25. 00
1 pair moose skin beaded moccasins-----	10. 00
1 raincoat (ruined by metal buttons)-----	8. 00
1 radio amateur handbook-----	1. 00
1 radio amateur handbook, questions and answers-----	. 25
6 boxes shotgun shells 12 gage 4 chilled-----	12. 00
1 fly fishing rod, metal-----	10. 89
1 fishing box, metal, containing spinners, hooks, and flies-----	10. 00
1 fishing reel-----	5. 00
1 code oscillator-----	8. 00
1 set radio headphones-----	10. 00
Total, exhibit A-----	1, 002. 33

NOTE.—While the tools in the toolchest were rusted, by soaking them in oil and then polishing them with an electric buffer, they are usable, and so no claim for them is being listed.

## EXHIBIT B

The following is a true itemized account of my personal expenses in the above-mentioned trip to claim my freight and to salvage it.

## Transportation expenses:

Seward to Anchorage (train)-----	\$7. 90
Anchorage to Juneau (plane)-----	80. 00
Juneau to Seattle and return (plane)-----	155. 00
Seattle to San Francisco and return (plane)-----	67. 30
Juneau to Anchorage (plane)-----	80. 00
Anchorage to Seward (plane) train schedule twice week only-----	16. 10

## Hotel rates:

Anchorage 1 night-----	3. 50
Juneau, 1 night-----	4. 00
Seattle, 2 nights-----	6. 00
Seattle, 1 night (return)-----	3. 50
Juneau, 1 night (return)-----	4. 00
Anchorage, 3 nights (return) (unable to return to Seward because of unfavorable weather, no trains scheduled)-----	11. 25
Meals: 9 days en route, meals averaging minimum \$3 daily-----	27. 00

Taxi fares (itemized): Anchorage, station to hotel, \$1; hotel to airfield, \$1.50; Juneau, airfield to hotel, \$1.50; hotel to airfield, \$1.50; Seattle, field to hotel, \$0.90; business to dock and return, \$1.60; hotel to airfield, \$0.90; San Francisco, airfield to San Francisco, \$1.60; return trip, Seattle, airfield to hotel, \$0.90; hotel to airfield, \$0.90; Juneau, airfield to hotel, \$1.50; hotel to airfield, \$1.50; Anchorage, airfield to hotel, \$1.50; hotel to Merrill Field (2 trips because 1st day airplane able to get only part way to Seward, poor flying weather), \$3; total taxi-----	19. 80
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## Express:

Personal effects from Seattle to Santa Rosa, Calif., on 911 pound freight plus tax-----	50. 39
Charges on trucking above freight (expressed from Seattle) to Guerneville from Santa Rosa (nearest express point)-----	10. 00



## EXHIBIT B—Continued

Cleaning bill-----	\$7. 25
Laundry bill-----	6. 75
French laundry bill-----	3. 75
Restoration of sterling silver French beveled hand mirror-----	10. 00
Restoration of 3 diplomas and sheepskins-----	15. 00
Total exhibit B-----	588. 49
Grand total, exhibits A and B-----	1, 590. 82

I certify the foregoing and above to be a true and correct statement to the best of my knowledge.

EDITH N. ROBERTSON,  
ANS Teacher, Seward, Alaska.

Dated this 24th day of April 1947.

## EXHIBIT A

## AN AFFIDAVIT

During the summer of 1946 I, William J. Robertson, and my then wife, Edith N. Robertson, now known as Edith N. Coon of Guerneville, Calif., were transferred from the White Mountain Vocational School, White Mountain, Alaska (where we had been employed by the Alaska Native Service since 1941 as plant operator and teacher, respectively) to the Eklutna Vocational School, Seward, Alaska, at Government expense. Our personal effects, exceeding that allowed by air, were to be shipped, at the request of the ANS (Alaska Native Service) at Government expense on the Government boat, the motorship *North Star*. We received information that the *North Star* would stop at Nome, Alaska, on her way south so our freight was shipped by riverboat to Golovin, Alaska, and then by the mail boat at Nome on a GBL (Government bill of lading). Our trunk, two large packing boxes, and a tool chest addressed to us at Seward were marked: "Ship Via *North Star*."

On December 7, 1946, the *North Star* arrived at Seward, but our personal effects were not on board. Mr. Lawrence, principal of Eklutna, wired an ANS representative, Mrs. Burley, at Nome requesting information concerning why our freight was not aboard. The reply from Nome stated that the freight in question had left Nome in September 1946, on the Alaska Steamship Co.'s boat, the *Square Knot*.

During this period, from about September 10 and until the middle of December 1946, all Alaska Steamship Co. boats were tied up in Seattle, Wash., due to the maritime strike.

On December 12, 1946, Mr. Lawrence received a wire from the assistant superintendent, ANS, Juneau, Alaska, advising that Robertson's personal belongings would not be unloaded from the *Square Knot* in Seattle for at least 10 days and would be forwarded when possible, that their supplies were shipped from Nome on the *Square Knot* with the belief that they would reach Seward sooner than if shipped from Nome on the *North Star*.

When, by January 30, 1947, our personal belongings had not arrived at Seward, Alaska, a wire was sent to Mr. J. J. Lichtenwalner, Seattle purchasing agent for the ANS at Seattle, Wash., requesting information concerning the goods. On January 31, 1947, a reply was received stating that our personal effects had been forwarded January 27, 1947, on the Alaska Steamship Co.'s boat the Steamship *Alaska*.

Believing that our personal effects were to be shipped from Nome on a Government boat to Seward, we did not insure them. However, had we known that they were to be shipped to Seattle from Nome for reshipping to Seward (southbound boats do not stop at Seward from Nome) on an Alaska Steamship Co. boat, full insurance coverage would have been placed on all our personal effects at our own expense.

The steamship *Alaska* with our freight aboard went on the rocks at Cordova, Alaska. Due to this accident, hold No. 1 was flooded with water, and hold No. 2 was flooded to about 9 feet in depth. After several days part of the total freight aboard the steamship *Alaska* was transferred at Cordova to the *Terminal Knot* and sent to Seward. It took several more days to unload the *Terminal Knot* at Seward and during that time we were unable to find out from any of the ASS Co. (Alaska Steamship Co.) employees if our freight was aboard or on the

steamship *Alaska* (being repaired in Cordova for the trip back to Seattle). When the *Terminal Knot* finally was unloaded our freight was not aboard. A wire was sent immediately to the ASS Co., agent at Cordova, Alaska, advising disposition of our freight. The reply received stated that only damaged goods were aboard her (the *Alaska*) all being returned to Seattle, Wash. Another wire was sent to the general superintendent of the ANS, Juneau Alaska, asking if the goods could be intercepted there because if immediate action were to be taken, some salvage might be possible. This message was sent on to Mr. Lichtenwalner in Seattle, Wash., who contacted the ASS Co. agent who advised that the ship would not stop at Juneau and that the cargo could not be worked to find any particular items.

On February 21, 1947, we received this last information, and on February 22, 1947, my wife left Seward for Seattle at personal expense (see exhibit B, attached) to attempt salvage of our goods.

She arrived in Seattle the night of February 24, 1947, and on the morning of the 25th, went to Mr. Lichtenwalner's office where she was told that she would probably find our freight on the Bell Street dock. On arriving at the Bell Street dock she could not find our freight, so a Mr. Reed, Department of the Interior, Bell Street dock, took her to pier 58 where she was obliged to identify our freight because identification tags were not legible. The freight was then taken to the Bell Street dock where she opened one of the boxes, discarding many articles completely ruined by the salt water, repacked articles she believed could be saved into a dry box, and since she had no place to work in Seattle, or anything to work with to attempt the salvage, she expressed the repacked box, the trunk, the other box, and the box of tools to her home in California at personal expense (see exhibit B). On February (the date not exactly to be recalled) this shipment arrived at her home in Guerneville, Calif., where her parents, Mr. and Mrs. L. T. Grider, helped her with the salvage and who can verify as to the condition in which this freight arrived.

By unpacking all things immediately, sending linens, clothing, etc., to the laundry and cleaners, she was able to salvage about half of the freight. Many of our possessions lost were of sentimental value, and money cannot replace them. Those items that were ruined beyond use and which can or could be replaced are listed below:

	Replacement value
1 wardrobe trunk (4-drawers, graduated size), shoe box, 10 hangers, metal reinforced.....	\$77. 98
1 Voigtlander camera with 3.5 lens, 1/500.....	50. 00
1 carrying case for above camera, leather.....	9. 95
1 filter lens and sunshade for above camera.....	4. 50
1 tan woolen sweater.....	4. 95
1 navy blue woolen sweater.....	3. 95
1 rayon dress, color green.....	11. 95
1 gabardine dress, color blue.....	15. 95
1 rayon-silk dress, color rose.....	14. 95
1 all-wool dress, color green.....	34. 00
1 antitarnish silver chest with extra drawer.....	15. 00
1 pair of brown calfskin shoes.....	10. 50
1 pair of brown wedge heel shoes.....	6. 95
1 pair tan spectator pumps.....	7. 95
1 bed jacket, quilted.....	4. 95
1 satin down comforter.....	37. 50
1 steam iron, full automatic (dry or steam).....	20. 10
1 bathroom scales.....	6. 95
1 eskimo doll.....	10. 00
1 pineapple grass tablecloth and 8 napkins.....	35. 00
1 banquet-size linen embroidered tablecloth and 12 napkins.....	45. 00
2 pair of monks cloth drapes, 2½-yard length, at \$7.98.....	15. 96
1 pair model snowshoes.....	10. 00
2 pair of lace curtains, at \$5.95.....	11. 90
1 lace tablecloth (manufactured).....	8. 95
1 Afghan, wood, handmade.....	30. 00
1 double-bed size, chenille spread.....	15. 00
2 100-percent virgin wool double blankets, at \$15.....	30. 00
1 caribou beaded knitting bag, silk lined.....	10. 00
2 photograph albums, at \$2.50.....	5. 00
1 Webster's abridged dictionary, clothbound.....	5. 00

	Replacement value
5 novels, averaging \$3 each-----	\$15. 00
1 pair fur mitts, lynx and moose skin (ladies)-----	10. 00
1 creamer and sugar bowl, silver plate (pitted)-----	8. 95
1 sterling bon-bon dish (pitted)-----	9. 95
14 rolls Kodachrome film, at \$3.75 (actual cost), pictures can never be replaced, 8 millimeter movies-----	52. 50
25 rolls film, printing and developing, at \$1-----	25. 00
Silverware, all Reed & Barton (out of 139 pieces of silverware, the following are all that needed replacement because of pitting):	
9 table knives, at \$2 (dinner)-----	18. 00
1 carving knife-----	6. 00
2 tablespoons, at \$1.50-----	3. 00
11 teaspoons, at \$0.75-----	8. 25
5 table forks (dinner), at \$2-----	10. 00
4 double-bed sheets, at \$2.95-----	11.80
1 pair hand-embroidered pillowcases-----	3.95
8 guest towels, embroidered, at \$1.25-----	10.00
1 satin and lace bed jacket-----	5.95
1 Atna screw set-----	5.00
12 volumes Applied Electricity-----	28.00
1 Ithaca double-barrel 12 gage shotgun, sporting model-----	70.00
1 pair lynx paw fur mittens (men)-----	15.00
1 pair woolen breeches-----	15.95
1 pair knee length fancy fur Mukluks-----	25.00
1 pair moose skin beaded moccasins-----	10.00
1 raincoat (rusted metal buttons)-----	8.00
1 radio amateur handbook-----	1.00
1 radio amateur handbook, questions and answers-----	.25
6 boxes shotgun shells, 12 gage No. 4 choke-----	12.00
1 fly fishing rod, metal-----	10.89
1 fishing box, metal, containing spinners, hooks and flies-----	10.00
1 fishing reel-----	5.00
1 code oscillator-----	8.00
1 set radio headphones-----	10.00
Total damages to personal effects to be replaced-----	1,002.33
Claim for expenses incurred in connection with locating, claiming, and salvaging personal effects as per exhibit B attached hereto-----	588.49
Grand total of amount claimed-----	1,590.82

NOTE.—While the tools in the tool chest were rusted, by soaking them in oil and then polishing them with an electric buffer, they were usable and no claim is made for them.

From the time of these losses suffered by me and until the present date, I have endeavored to effect a settlement of my claims. I first made claim to the Alaska Steamship Co. and under date of February 4, 1948, they advised as being an agent for the United States Maritime Commission acting for the United States of America they declined liability for my claim under the provisions of their war shiplading contract and that the loss of or to cargo on this specific instance of the stranding of the steamship *Alaska* was considered a marine peril under which the carrier could admit no liability. On April 16, 1953, I wrote to the Bureau of Indian Affairs, Alaska Native Service, Juneau, Alaska, in connection with this matter and received a letter to the effect that upon submission of certain required documents, my claim would be submitted to Washington, D. C., for review. The required papers were furnished by me and the entire matter was subsequently transmitted to Washington D. C., where under date of August 14, 1953, the Bureau of Indian Affairs transmitted the matter to the General Accounting Office for examination and possible settlement. Under date of November 24, 1953, in a letter from the General Accounting Office, I was advised that there was no appropriation for the payment of claims for damages such as was submitted by me.

Since the date of loss of personal effects and this affidavit, my former wife and I have divorced, she having under date of May 28, 1953, executed a transfer of all her share in this claim to me. An executed copy of this document is attached hereto.

Now therefore, I, William J. Robertson, of Hoopa, Calif., formerly of Seward, Alaska, and Mount Edgecombe, Alaska, being one and the same party and who herein claims damages as heretofore set forth in this document entitled "Exhibit A" and the attached papers, do hereby certify that the statements and facts as listed herein are correct and true to the best of my knowledge and belief, so help me God.

Signed this 13th day of March 1954, at Hoopa, Calif.

WILLIAM J. ROBERTSON.

STATE OF CALIFORNIA,  
County of Humboldt,

Hoopa, Calif., ss:

I, Earnest C. Marshall, the undersigned notary public in and for the State of California residing at Hoopa, Calif., hereby certify that the above-named, William J. Robertson personally appeared before me and acknowledged the signing and sealing of the within instrument to be his free act and deed.

Signed this 13th day of March 1954.

[SEAL]

ERNEST C. MARSHALL,  
Notary Public, Residing at Hoopa, Calif.

My commission expires April 26, 1956.

*To Whom It May Concern:*

I, the undersigned, Mrs. Edith N. Coon, of Guerneville, Calif., formerly known as Mrs. Edith N. Robertson, of Wrangell, Alaska, do hereby waive in favor of William J. Robertson of Hoopa, Calif., formerly of Mount Edgecombe, Alaska, my claim to damages suffered in connection with the loss and damage of and to personal effects and household items shipped (at Government expense on official change of station) on the steamship *Alaska*, voyage MC-63) said damage occurring when this ship was wrecked on February 2, 1947, at approximately 6 a. m., a claim having previously been made and signed by me and which has not been acted upon.

I do hereby execute this waiver and quit all claim against the responsible parties on my part, said waiver and quitclaim being hereby transferred to William J. Robertson, now residing in California.

Signed this 28th day of May 1953, at Guerneville, Calif.

(Mrs.) EDITH N. ROBERTSON  
(Now known as Edith N. Coon).

STATE OF CALIFORNIA,  
County of Sonoma, ss:

I, Anita M. Wickham, the undersigned notary public in and for the State of California, residing at Guerneville, hereby certify that the above-named Edith N. Robertson, also known as Edith N. Coon, appeared personally before me on this date and acknowledged the execution thereof.

Signed this 28th day of May 1953.

[SEAL]

ANITA M. WICKHAM,  
Notary Public.

My commission expires April 4, 1955.



## EXHIBIT B

*Claim for expenses incurred in travel, etc., to claim personal belongings and attempt to salvage same (itemized)*

## Transportation expenses:

Seward, Alaska, to Anchorage, Alaska, via train	\$7. 90
Anchorage, Alaska, to Juneau, Alaska, via plane	80. 00
Juneau, Alaska, to Seattle, Wash. and return via plane	155. 00
Seattle, Wash., to San Francisco, Calif. and return via plane	67. 30
Juneau, Alaska, to Anchorage, Alaska, via plane	80. 00
Anchorage, Alaska, to Seward, Alaska, via plane (trains scheduled twice a week only)	16. 10

## Hotel rates:

Anchorage, Alaska, 1 night	3. 50
Juneau, Alaska, 1 night	4. 00
Seattle, Wash., 2 nights	6. 00
Seattle, Wash., 1 night (on return)	3. 50
Juneau, Alaska, 1 night (on return)	4. 00
Anchorage, Alaska, 3 nights (unable to return to Seward because of unfavorable weather, no trains scheduled)	11. 25

Meals: 9 days en route, meals averaging minimum of \$3 daily 27. 00

Taxi fares, itemized: Anchorage, Alaska, station to hotel, \$1; hotel to airfield, \$1.50; Juneau, Alaska, airfield to hotel, \$1.50; hotel to airfield, \$1.50; Seattle, Wash., airfield to hotel, \$0.90; business to dock and return, \$1.60; hotel to airfield, \$0.90; San Francisco, Calif., airfield to downtown San Francisco, \$1.60; return trip to Seattle, airfield to hotel, \$0.90; hotel to airfield, \$0.90; Juneau airfield to hotel, \$1.50; hotel to airfield, \$1.50; Anchorage Airfield to hotel, \$1.50; hotel to Merrill Field (2 days because 1st day plane had to return to Anchorage because of bad weather), \$3.

Total claimed for taxi fares 19. 80

Express charges: Shipping personal effects from Seattle, Wash., to Santa Rosa, Calif., 911 pounds freight plus tax 50. 39

Charges on trucking above freight from Santa Rosa, Calif., to Guerneville, Calif., nearest express point 10. 00

Cleaning bill 7. 25

Laundry bill 6. 75

French laundry bill 3. 75

Restoration of sterling silver French beveled hand mirror 10. 00

Restoration of 3 diplomas and sheepskins 15. 00

Total of exhibit B 588. 49

I, William J. Robertson, do hereby certify that the foregoing is correct and true to the best of my knowledge and belief.

WILLIAM J. ROBERTSON, *Hoopa, Calif.*

MARCH 13, 1954.

## SETTLEMENT CERTIFICATE

GENERAL ACCOUNTING OFFICE.  
Washington, D.C. November 24, 1953.

Mr. WILLIAM J. ROBERTSON,  
*Hoopa, Calif.*

SIR: Your claim in the amount of \$1,590.82 for losses alleged to have been sustained due to damages to your personal property and household effects shipped at Government expense on the steamship *Alaska*, incident to a change of official duty station as an employee of the Department of the Interior, Alaska Native Service, which ship was wrecked on February 2, 1947, has been carefully examined and it is found that no part thereof may be allowed for the reasons hereinafter stated.

Section 3678, Revised Statutes, provides that appropriations for the various branches of expenditures in the public service are required to "be applied solely to the objects for which they are respectively made, and for no others." There is no appropriation for the payment of claims for damages such as here involved.

I therefore certify that no balance is found due you from the United States.

Respectfully,

LINDSAY C. WARREN,  
Comptroller General of the United States.  
By E. F. BLOOMINGBURG.



